

COUNTRY	Constanta Harbor			25X1
EVALUATION	PLACE OBTAINED	25X1		
DATE OF CONTENT				
DATE OBTAINED	17 March 1953			
REFERENCES				
PAGES	5	ENCLOSURES (NO. & TYPE)	1-sketch on ditto	
REMARKS	This is UNEVALUATED Information			
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1. 25X1
2. As there was no crane on the quay in harbor basin II
3. The entrance to Constanta harbor as well as harbor basins II and III were 30 feet deep. Harbor basin IV was 26 feet deep. The quay installations were in excellent condition and were continually repaired. A small shipyard, apparently used for repairs, was in harbor basin III.
 25X1
a small merchant ship was in this yard and a large vessel was dry-docked. Permanent shore connections for taking on fuel were available in harbor basin I. Eight to ten oil tanks, about 10 meters high with an estimated diameter of between 20 and 30 meters, were located at the end of this pier.¹

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25 YEAR RE-REVIEW

450

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- 2 -

25X1

4. [] war vessels [] lay in harbor basin V, berthed side by side. They were of one type, about 35 meters long, had a straight stem, a short and high forecastle, a vertical and high bridge with a rangefinder on it, a mast and a vertical funnel aft of, and a little higher than, the bridge, one shielded gun on the forecastle and another on the afterdeck, and light machine weapons aft of the funnel and on each side of the bridge. They were painted darkblue.²

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[] warships [] lay nearby. [] about 80 meters long and had a slanting clipper stem with a comparatively long forecastle and a short, squat bridge with a rangefinder, a mast with a yard aft of the bridge and two funnels just behind the mast. [] had an armament of one gun turret forward and two gun turrets aft, a number of light machine weapons and an unidentified number of torpedo tube [] vessels [] which were smaller than the [] had three funnels. They were also painted dark-blue. A small vessel [] the three-masted barque MINCEA, and the navy tug BM 3 were in harbor basin V. Although all vessels had steam up all the time, they never put to sea. Boat-handling exercises, lowering boats, cutter pulling and lifeboat-handling were held, however. Unarmed sailors drilled on the pier in harbor basin V. At noon on 12 December 1952, a hydroplane circled above the town and harbor for two hours. The aircraft was a low-decker, had two floats and one engine and Soviet stars on each of its two wings and resembled the former German Arado 96.

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5. Merchant vessels seen in Constanta harbor from 6 to 31 December 1952 included:

Name of ship	Flag	Remarks
M.S. TRANSILVANIA	Rumania	Lay in harbor basin IV, at the east side, and warped to the north side of harbor basin IV during the night of 19 December 1952 and subsequently left during the same night
S.S. KILINSKI	Poland	Put in on 6 December 1952, bunkered in harbor basin I and subsequently warped to basin II, where she unloaded cargo, and left port on 10 December.
Tanker KREML	U.S.S.R.	Put into port without cargo on 6 December 1952. She took on fuel in harbor basin I and left port with full cargo on 7 December 1952.

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- 3 -

25X1

25X1

S.S. KOSZIUSZKO	Poland	Put into port, apparently half-laden, on 11 December 1952, took on cargo for China in harbor basin II, including a locomotive. She was still in port when source's ship left port on 31 December.
Tanker KREML	U.S.S.R.	Returned to port on 11 December and took on an oil cargo in harbor basin I; she left port on 12 December.

25X1

S.S. BUDENNI	U.S.S.R.	Put into port in ballast on 16 December, took on bags in harbor basin II and left port on 19 December.
M.S. CONSTANTA	Rumania	Put into port in ballast on 16 December, loaded lumber in harbor basin IV, and proceeded to sea to 20 December.

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M.S. SULINA	Rumania	Put into port in ballast on 20 December 1952. Her departure could not be stated.
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- 4 -

25X1

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M.S. ROSTOV U.S.S.R. Put into harbor basin I on 27 December for bunkering and left port on 28 December.

M.S. NINO BIXIO Italy Put into harbor on 27 December and loaded sugar for China in harbor basin IV. where she was still lying

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M.S. ERIC BANCK Sweden Put into port with full cargo on 30 December.

On 21 December 1952, two Soviet vessels of unidentified names and cargo also put in in addition to these ships. They left port with cargo on 24 and 25 December. Several [redacted] motor sailers and Rumanian barges were also in harbor [redacted]

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6. Most of the loneshoremen were Rumanians of old classes [redacted] They were in rags and seemed starving. They received a monthly wage of 500 lei at the best, were closely supervised by their foremen and were forbidden to talk to crew members.

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7.

[redacted] All shore-goers were searched for bartering items, such as cigarettes, watches, spirits, fountain pens without, however, a bodily search. Constanta looked very dirty and neglected. All civilians seemed despondent and shy. They were poorly clad and underfed. A very large number of soldiers, about three soldiers to one civilian, were in the streets. [redacted] artillery, infantry and tank units were stationed in the town, and that there was a great number of Soviet units. [redacted] no civilian was allowed to leave the town and [redacted] only holders of special permits could travel with the railroad. [redacted] the Rumanian troops disliked the Soviets more and more and that, since early December 1952, all ammunition depots in Rumania were guarded by Soviets.

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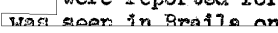
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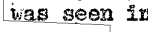

- 5 -

1.  Comment. For harbor plan of Constanta, see Annex.

2. Comment. The war vessels  were reported for the first time. A similar vessel  was seen in Braila on 30 April 1952.

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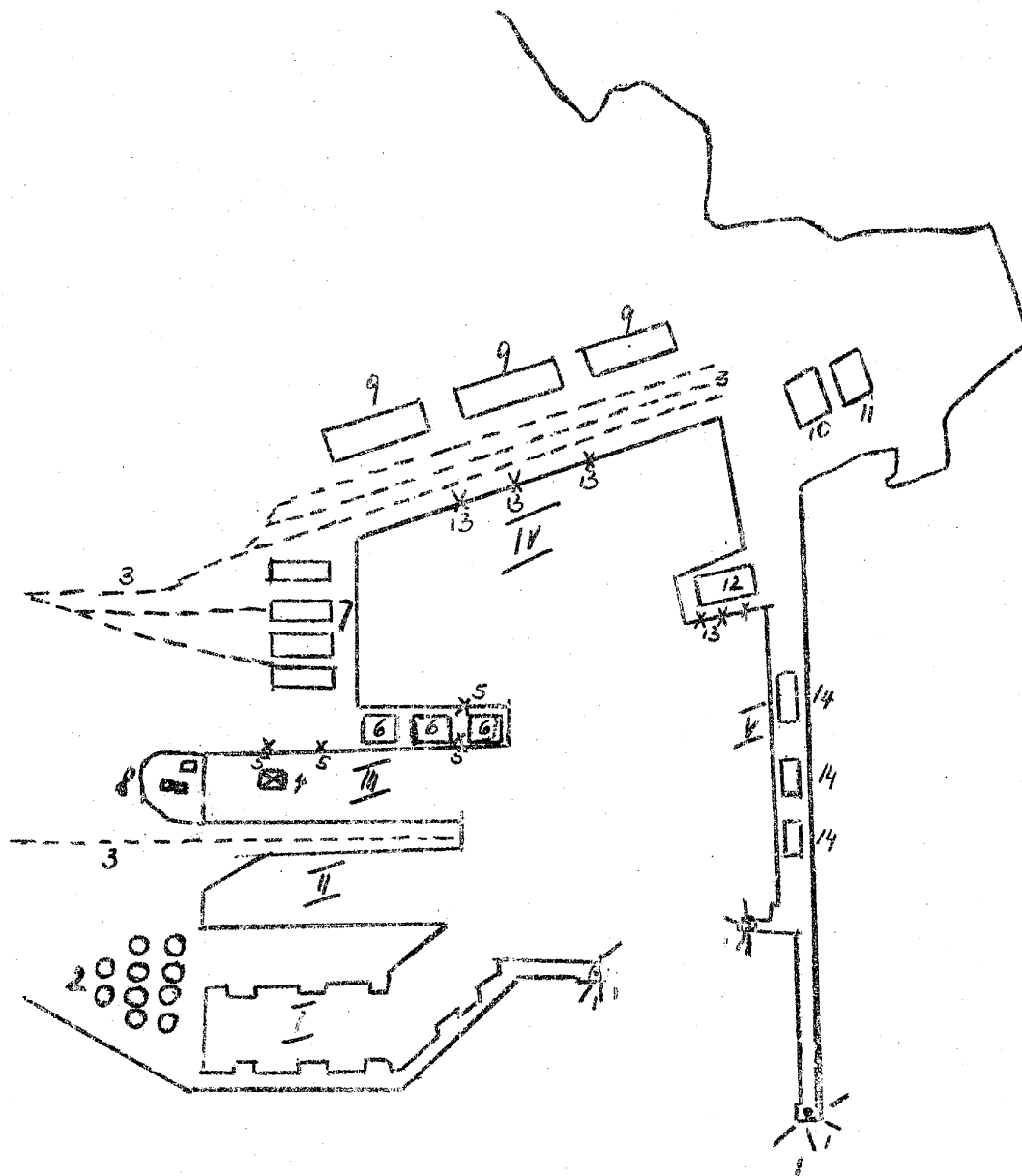
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A destroyer  was seen in the Galatz harbor on 29 March 1952. 

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ALEX

2



Legend see next page

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Annex

25X1

- 2 -

Legend.

- 1 Harbor entrance light.
- 2 Eight to ten fuel tanks, each about 10 meters high with an estimated diameter of between 20 and 30 meters.
- 3 Railroad tracks in harbor area.
- 4 Steam-driven floating crane with an estimated lift capacity of between 80 to 100 tons, which was moved to the harbor basin where it was needed.
- 5 Three-ton luffing cranes which were electrically powered and moved on tracks.
- 6 Single-story warehouse. Longshoremen said that it was built prior to 1944.
- 7 Grain silo.
- 8 Small shipyard plant with drydock which, [redacted] was used for repairs only.
- 9 Three single-story wooden sheds with a large lumber yard at the rear.
- 10 Port Commander's building.
- 11 Custom-house building.
- 12 Three-storied warehouse.
- 13 Three-ton luffing cranes.
- 14 Building of the Rumanian Navy.

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Figures I, II, III, IV and V indicate the harbor basins.

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